

3.5 LAND USE AND RELEVANT PLANNING

The purpose of this section is to determine the Proposed Project's consistency with relevant local and regional land use policies, zoning designations and land use classifications, as well as its compatibility with existing and planned land uses in the surrounding area.

METHODOLOGY

The analysis in this section is based on review of aerial photographs, field reconnaissance, discussions with City and Airport staff, and review of relevant planning documents as identified herein. The potential impacts of the Proposed Project related to land use were based on available information for similar construction projects to identify potential adverse impacts related to land use. Methods utilized to determine the existing conditions, as well as potential project impacts, included the following:

- Documentation of the existing land uses at the Airport;
- Discussions with City and Airport staff;
- Review of the City General Plan and elements therein;
- Review of the City Zoning Code and zoning regulations; and
- Review of applicable County, regional, State and federal plans, policies and regulations.

3.5.1 ENVIRONMENTAL SETTING/EXISTING CONDITIONS

Long Beach Airport is located in southern California, one of the busiest air travel regions in the nation. The Airport is owned and operated by the City of Long Beach, California. The Airport property encompasses a 1,166-acre site and has five runways, the longest of which is 10,000 feet. The Airport serves commercial carriers, general aviation, and air cargo. The Airport is owned and operated by the City of Long Beach, California.

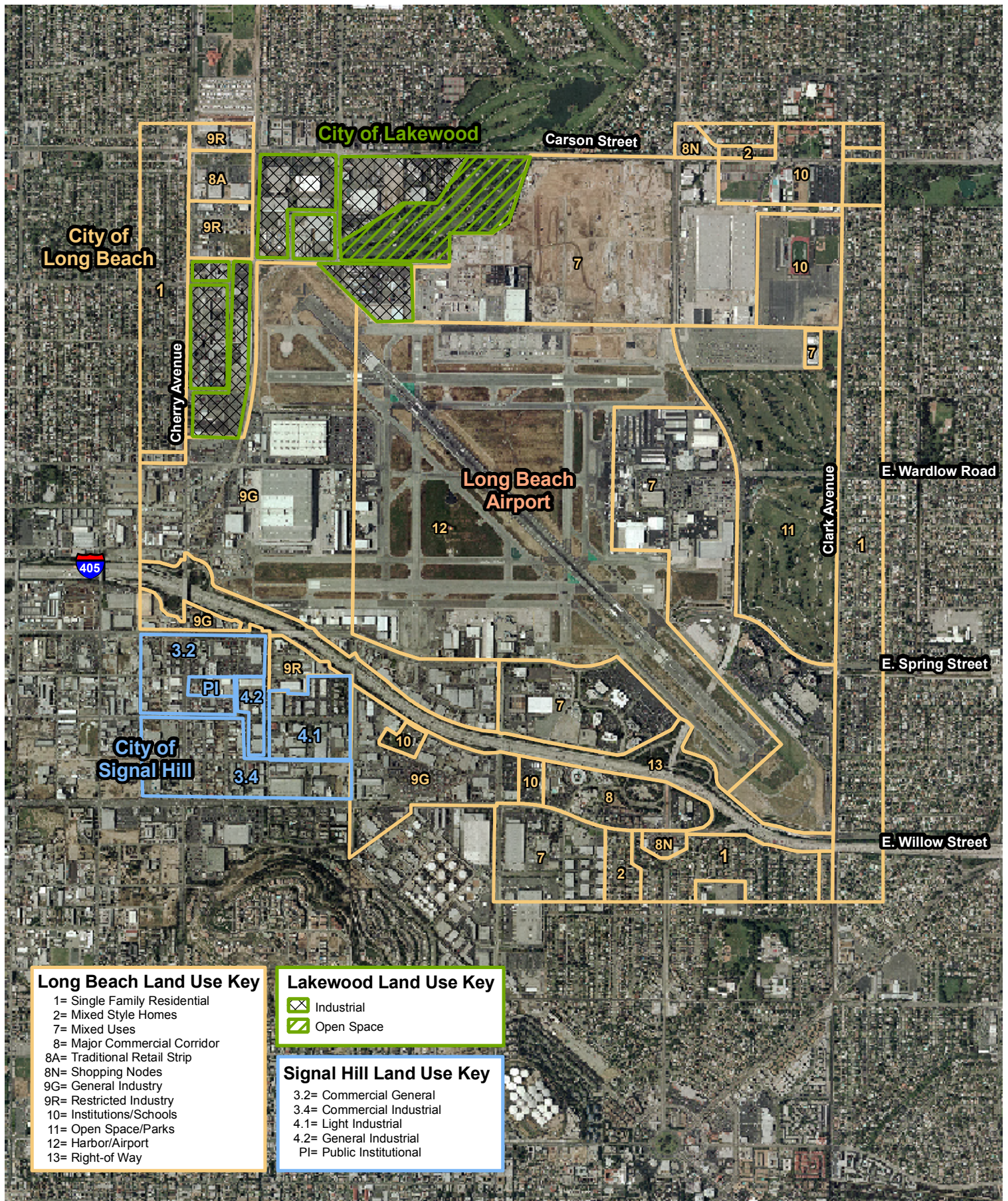
As illustrated in the Regional Location and Local Vicinity maps in Section 2.0, Project Description, (Exhibits 2-1 and 2-2, respectively), the Airport is situated halfway between the major business and tourism areas of Orange and Los Angeles Counties. Interstate 405 effectively serves as the Airport's southern boundary; the Airport is equidistant from I-710 and I-605. Although the Airport is located entirely within the City of Long Beach, the City of Signal Hill is located immediately southwest of the Airport and the City of Lakewood is located immediately north of the Airport.

Existing land uses in the vicinity of the Airport are shown in Exhibit 3.5-1, General Plan Land Use Map. The following discussion provides additional information about current land use and development patterns near the Airport.

Surrounding Land Uses

North

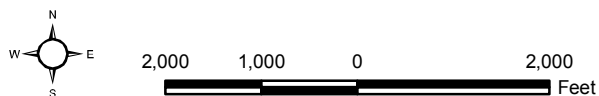
The 48-acre Boeing Enclave, which includes an engine run-up/aircraft testing area, final aircraft preparation, ground support, receiving and delivery operations, customer operations, and maintenance operations, is located immediately north of the Airport. Boeing's 717 assembly facility and office complex are located on a site east of Lakewood Boulevard between Conant and Carson Streets. It should be noted that demolition of some of the existing buildings on Boeing property immediately north of the Airport is currently underway. The redevelopment project that will occupy this site is discussed in detail below, under the heading of "Planned Land Uses Near the Airport."



General Plan Land Use Map

Exhibit 3.5-1

Long Beach Airport Terminal Area Improvements



Additional land uses north of the Airport include the Lakewood Country Club Golf Course, residential neighborhoods, and commercial centers including the Regency Center (Carson Street and Paramount Boulevard) and Long Beach Time Square (Carson Street and Cherry Avenue). Long Beach City College lies northeast of the Airport at Carson Street and Clark Avenue. Veterans Memorial Stadium is located on the College campus.

One off-site parking lot that serves the Airport is located in this area. Lot D is provided off Lakewood Boulevard at Conant Street, approximately one-quarter mile north of the Airport entrance.

East

The Skylinks Golf Course is located directly east of Long Beach Airport on Airport property that is leased to the City of Long Beach Parks and Recreation Department. The golf course acts as a buffer between the Airport and land uses to the east, which are characterized by single-family residential neighborhoods. Two neighborhood parks, Douglas Park (Conant Street and Clark Avenue) and Wardlow Park (East Monlaco Road and Stanbridge), occur in this area, as do a few of the schools listed in Table 3.5-1, below. This area also includes a few car dealerships, small auto-repair shops, gas stations, and hotel.

South

The I-405 freeway effectively serves as the southern boundary of the Airport. The I-405 is a major transportation corridor with moderate to heavy daily traffic volumes including a mix of cars and trucks.

Land uses south of the Airport are characterized by single-family residential neighborhoods, community facilities, and various manufacturing facilities. The Barbara and Ray Alpert Jewish Community Center is located at 3801 East Willow Street, directly south of the Airport. The Long Beach Water Treatment Center is located just south of Spring Street. The Long Beach Energy facility is located at 2400 East Spring Street, near the southwest corner of the Airport. Parks include Stearns Champions Park (East 23rd Street between Ximeno Avenue and Park Avenue) and Los Altos Park (Santiago Avenue and East Hill Street) to the southeast.

West

Immediately west of the Airport, land uses are predominantly light industrial and commercial. Further west lie a number of single-family residential neighborhoods, a hospital, two parks (Reservoir Park at Wardlow Road and Brayton Avenue and Somerset Park at Carson Street and Gardenia Avenue) and several schools.

Sensitive Receptors Near the Airport

Some people are especially sensitive to air pollution emissions and should be given special consideration when evaluating air quality impacts from projects. These people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as sensitive receptors.¹ These sensitive receptors were discussed in Section 3.2, Air Quality, but are also discussed here in that they also are considered a sensitive land use. Table 3.5-1 lists the school sites located within four kilometers (approximately 2.6 miles) of the Airport. It should be noted that the likelihood of sensitive

¹ South Coast Air Quality Management District, *CEQA Handbook*, 1993.

receptors being impacted by Airport activities diminishes with distance. Four kilometers represents a very conservative estimate of the area that could potentially be affected by activities at the Airport.

**TABLE 3.5-1
SCHOOLS WITHIN FOUR KILOMETERS OF LONG BEACH AIRPORT**

School Name	School Address
City of Long Beach	
Alpert Jewish Community Center	38010E. Willow Street
Association for Retarded Citizens	4519 E. Stearns Street
Bancroft Junior High School	5310 Centralia Street
Benjamin F. Tucker Elementary School	2221 Argonne Avenue
Bethany Elementary and Preschool	2244 Clark Avenue
Bethany Lutheran School	5100 Arbor Road
Bixby Florence Elementary School and Kids Club	5251 E. Stearns Street
Burcham School	5610 Monlaco Road
Burroughs Elementary School	1260 E. 33 rd Street
California Heights Parent Participation Nursery School	1500 E. Carson Street
California Heights United Methodist Children's Center	3759 Orange Avenue
Charles A. Buffum Elementary School	2350 Ximeno Avenue
Christ Lutheran Preschool	6500 E. Stearns Street
Cubberley School	3200 Monogram Avenue
Edgewater Preschool	5270 E. Atherton Street
Educare	1901 Palo Verde Avenue
Emerson Parkside Academy Charter School	2625 Josie Avenue
First Baptist Church of Lakewood	5336 Arbor Road
First Church of the Nazarene	2280 Clark Avenue
George Washington Carver Elementary School	5335 E. Pavo Street
Henry Elementary School	3720 Canehill Avenue
Hoover Middle School	3501 Country Club Dr.
Laurelcrest School for Girls	3435 San Anseline
Long Beach City College Liberal Arts Campus	4901 E. Carson Street
Long Beach Regional Occupational Program Center	3701 E. Willow Street
Long Beach Unified School District – Special Education	5250 Los Coyotes Diagonal
Long Beach Unified School District – Truancy Center	3090 E. 29 th Street
Los Altos Brethren Church and School	6565 E. Stearns Street
Los Altos United Methodist Preschool and Daycare	5950 E. Willow Street
Marina Montessori School	2301 Ximeno Avenue
Marshall Junior High School	5870 E. Wardlow Road
Millikan High School	2800 Snowden Avenue
Minnie Gant Elementary School	1854 N. Britton Dr.
Nazarene Christian School of Long Beach	5253 E. Los Coyotes Diagonal
Our Lady of Refuge Elementary School	5210 E. Los Coyotes Diagonal
Palo Verde Avenue Christian Nursery School	2501 Palo Verde Avenue
Prisk Elementary School and Kids Club	2375 Fanwood Avenue
Saint Barnabas	3980 Marron Avenue
Saint Cornelius Elementary School	3330 Bellflower Boulevard
Saint Cyprian Elementary School	5133 Arbor Road

TABLE 3.5-1 (Continued)
SCHOOLS WITHIN FOUR KILOMETERS OF LONG BEACH AIRPORT

School Name	School Address
Saint Joseph Elementary School	6220 E. Willow Street
Saint Maria Goretti School	3950 Palo Verde Avenue
Stanford Middle School	5871 E. Los Arcos Street
Tincher Preparatory School	1710 Petaluma Avenue
Twain Elementary School	5021 E. Centralia St/
Westerly School of Long Beach	2950 E. 29 th Street
City of Lakewood	
Hoover Middle School	3501 Country Club Dr.
Lakewood High School	4400 Briercrest Avenue
Madison Elementary School	2801 Bomberly Street
Monroe School	4410 Ladoga Avenue
MacAuthur School	6011 Centralia Street
Riley Elementary School	3319 Sandwood Street
City of Signal Hill	
Signal Hill Elementary School	2285 Walnut Avenue

Patients and residents in hospitals are subpopulations with possibly increased sensitivity to environmental contaminants. Twenty-three hospitals were identified within two and a half kilometers of the Airport fence line. The nearest hospital, Pediatric Medical Center at 2921 Redondo Avenue, lies approximately one-third mile south of the Airport runway.

Land Uses at the Airport

Long Beach Airport and the area immediately surrounding the Airport comprise the City's Airport Land Use District. This area combines the landing field and facilities, commercial and private flying activities, manufacturing, repair, offices, hotels, airport-related support activities, and recreational uses. Exhibit 3.5-2, Airport Parcel Map - Selected Properties, provides an aerial view of existing land uses in the Airport Land Use District.

As illustrated in Exhibit 3.5-2, the largest land use within the Airport Land Use District is the Airport itself. It consists of the following elements:

Airport Entrance

Access to the Airport is provided off Lakewood Boulevard at Donald Douglas Drive. The Airport property line extends due east to Clark Avenue, due south to I-405, due west to Cherry Avenue and the Union Pacific Railroad Right of Way, and due north to Kessler Road and Conant Street.

The Airport Entrance area is identified as a Pending & Future Development area. The zoning in this area allows for hotel, office, restaurant and other uses. At the time this EIR was prepared, specific uses had not been determined – other than the parking structure, which is part of the Proposed Project.

Airport Terminal Area

The Airport terminal area, which is the focus of this environmental document, is zoned PD-12 (planned development within the Airport land use district). It is located at the east end of the Airport property, near Lakewood Boulevard. Development regulations for PD-12 are defined in



Airport Parcel Map – Selected Properties

Exhibit 3.5–2

Long Beach Airport Terminal Area Improvement Project



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the *Development and Use Standards for the Long Beach Airport Terminal Planned Development Plan (Development Plan)*. Exhibit A of the *Development Plan* identifies the Project site as Subareas 1 and 2. The following uses occur within the Long Beach Airport terminal area:

Terminal Building

The 32,770 square foot Airport Terminal Building includes an 8,410 square foot ticketing area, four public restrooms and an airport staff restroom comprising a total of 1,330 square feet, a 5,060 square foot restaurant, a 400 square foot concession area, and 12,570 square feet of office space. In addition, a 5,900 square foot bag security screening area is provided immediately outside the Terminal Building, under a canopy.

Holdrooms and Passenger Screening Areas

Passenger departure lounges are provided in the north and south holdrooms, which are located outside of the Terminal Building. On the south side of the terminal, there are two holdrooms: a permanent, 6,500 square foot facility and a temporary, 6,575 square foot trailer. The holdroom on the north side of the terminal is housed within a temporary, 6,575 square foot trailer. Each holdroom includes restrooms and a circulation area. Passenger screening occurs at the entrance to each of the holdrooms in areas that total approximately 2,950 square feet in size. The total square footage of the holdrooms and passenger security screening areas is 25,550 square feet.

Baggage Claim Areas

Two baggage claim areas serve Airport passengers – one outside the north holdroom and the other outside the south holdroom, for a total of 406 linear feet of baggage claim devices.

Baggage Service Office

The Airport does not currently have a baggage service office.

Aircraft Gates

The Airport currently has eight aircraft gates for passenger loading and unloading. At the Airport, the term “gate” is used to identify the doors in the holdrooms that are used for passenger boarding and deplaning. Actual aircraft boarding and deplaning occurs via portable stairways that are used on the tarmac outside of the holdrooms.

Aircraft Parking Positions

The Airport currently provides ten aircraft parking positions. These are located just outside the north and south holdrooms, west of the Terminal Building.

Airfield Area

Uses Near the Airport Terminal

A variety of uses are located within the airfield area near the Airport terminal. They include: aircraft hangars, maintenance buildings, general aviation aircraft parking areas and ramps, vehicle parking areas, office buildings, an electrical vault building, an aviation industrial area, aircraft manufacturing, and fuel tanks.

Uses in Restricted Access Area

The restricted access area within the Airport airfield consists of five runways, various taxiways and taxilanes, four helipads, Airport lighting, service roads, vehicle and aircraft parking areas, Federal Aviation Administration (FAA) buildings, trailers for airline offices, antennae, and earthen berms.

Uses at the West End of the Airfield

Uses at the far (west) end of the airfield include: the Airport Rescue and Fire Fighting (ARFF) station, vehicle parking areas, fuel tanks, aircraft hangars, office buildings, and general aviation aircraft ramps.

Uses at the South End of the Airfield

Uses at the south end of the airfield include: Air Traffic Control Tower, aircraft and vehicle parking areas, fuel tanks, aircraft hangars, aircraft manufacturing, office buildings, general aviation aircraft parking ramps, FBOs, and air cargo facilities.

Parking Structures/Lots

On-site parking at the Airport is provided in both surface lots and a four-story parking structure located immediately east of the Terminal Building. Together, they provide 2,835 parking spaces for Airport users, Airport workers, and rental car operations.

Other Existing Land Uses on Airport Property

The area immediately surrounding the Airport falls within the City's Airport Land Use District – an area that combines employment, commercial office, manufacturing, and recreational uses, as well as commercial and private flying activities. Consistent with the Airport Land Use District, most of the properties immediately adjacent to the Airport are zoned general industrial (IG), light industrial (IL), and planned development (PD).

Currently, over 200 businesses are located on Airport property, including nearly 100 acres of mid-rise business park and hotel uses, several fixed base operators, and specialty aviation service companies. The Cessna Citation and Gulfstream Aerospace aircraft service centers are also located on Airport property. The Proposed Project would result in changes to Parcel A1. Therefore, current uses at this parcel are described below.

Parcel A1

Million Air maintains an aviation service center on Parcel A1, which encompasses 16.06 acres and is zoned PD-12. A 200,000-gallon above ground fuel storage tank is located in this area. In addition, this area is used for general aviation tie down, airline support services, general aviation businesses, and valet parking.

Zoning

The purpose of the Zoning Regulations is to promote and preserve the public health, safety, comfort, convenience, prosperity and general welfare of the people of Long Beach. The Zoning Regulations provide for the implementation of the General Plan. In developing the Zoning Regulations, the City identifies a broad range of objectives that are achieved through the

implementation of the applicable requirements outlined in the specific zoning designation associated with the project site.

As previously stated, Long Beach Airport and the area immediately surrounding the Airport comprise the City's Airport Land Use District. Zoning designations within the Airport Land Use District are illustrated in Exhibit 3.5-3, Zoning Map, and include commercial storage, general industrial, light industrial, medium industrial, park, or planned development. Pursuant to the Long Beach Zoning Code, the following uses are allowed in these areas:

Commercial Storage (CS) - The Commercial Storage (CS) District encourages storage uses in areas that are particularly difficult to use due to parcel shape, access, adverse environmental conditions, or in areas where parcels are needed to form a buffer from incompatible uses.

General Industrial (IG) - Allowable uses within a General Industrial (IG) district include air transportation, helipads, and other transportation-related uses as well as parking lots, manufacturing, construction, public services (electric, gas, and sanitary uses), wholesale and retail trade, eating places, book and video stores, professional offices, communications, and a variety of other uses – most of which are intended to serve nearby industries and employees. Parcel O is zoned General Industrial (IG).

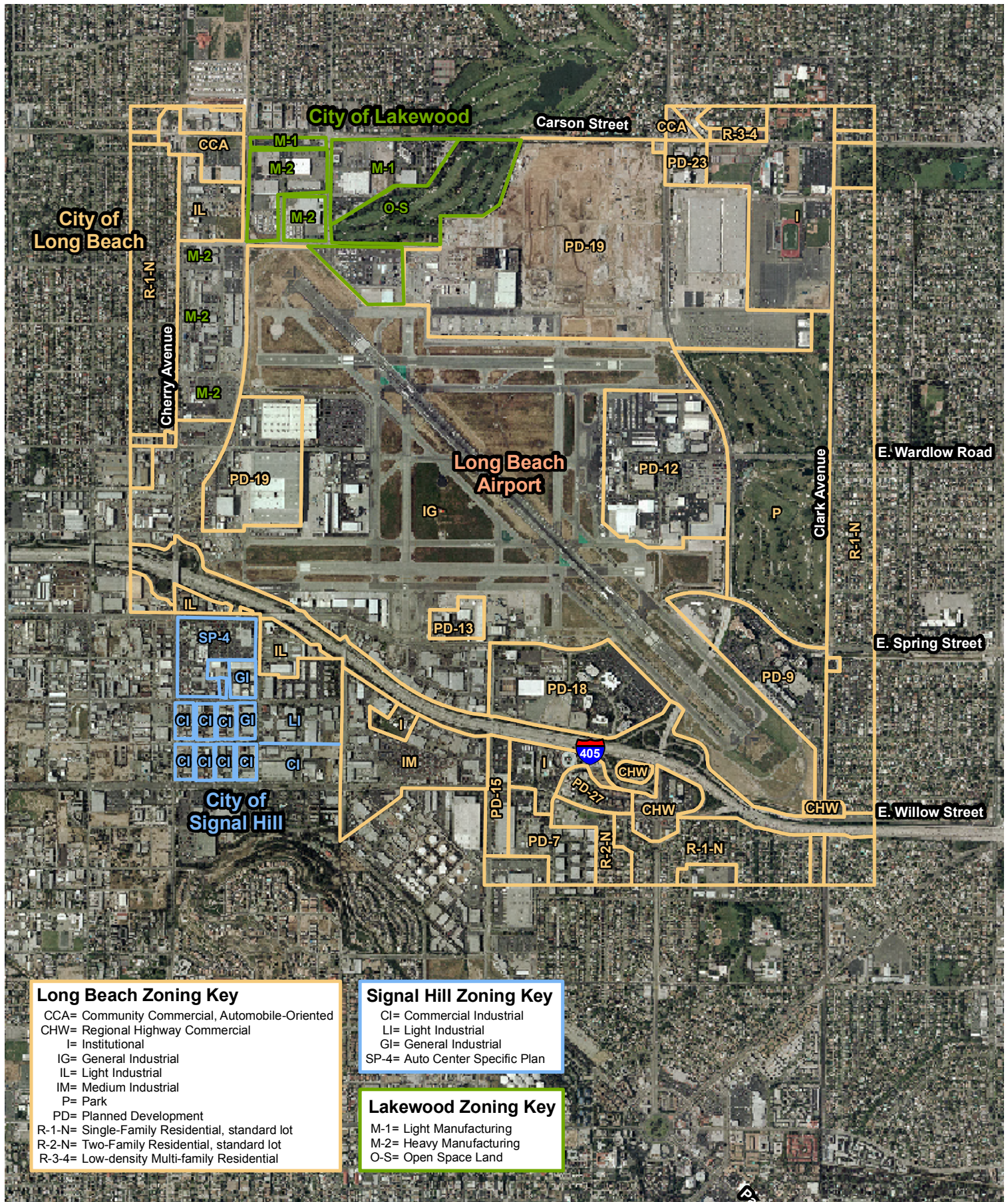
Light Industrial (IL) -- The Light Industrial (IL) district allows a wide range of industries whose primary operations occur entirely within enclosed structures and which pose limited potential for environmental impacts on neighboring uses. While the emphasis is on industrial, manufacturing, and related uses, small-scale office and commercial uses intended to serve nearby industries and employees are permitted. The performance and development standards are intended to allow a wide range of uses as long as those uses will not adversely impact adjacent uses.

The IL district typically will include clean, non-nuisance industries whose operating characteristics (e.g., noise, hazardous materials, odors, dust, light and glare) are either confined completely within the property or result in limited secondary impacts in terms of traffic, air emissions, and hours of operation. Examples include research and development, flex space (for example, combined office/sales/warehouse/production for one firm), warehousing, small-scale incubator industries, or assembly operations. The buildings housing these uses may be low-scale, older structures within the existing street grid, or modern industrial complexes in park-like settings. These examples are not intended to limit the potential uses within the IL district, but rather to present the range of opportunities available.

Medium Industrial (IM) – The Medium Industrial (IM) district allows a wide range of industries and industrial processes that involve more intensive operations. The district provides areas where most industries may locate, provided they meet the performance standards defined in Section 21.33.090 (Performance Standards). While the emphasis is on industrial, manufacturing, and related uses, office and commercial uses intended to serve nearby industries and employees may be permitted. The performance and development standards are intended to allow a wide range of uses as long as those uses will not impact adjacent uses.

The IM district generally will include industrial and manufacturing operations on a larger scale than those in the IL district. For example, factories with frequent truck traffic and outdoor storage yards might be located in the district. Outdoor storage and limited outdoor activities may be permitted. These examples are intended to represent typical characteristics within the district, not all potential operations.

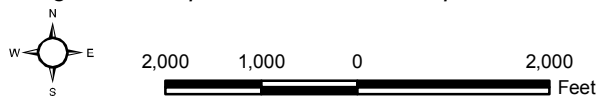
Park (P) – The City's park districts set aside and preserve publicly owned natural and open areas for active and passive public recreational, cultural, and community service activities.



Zoning Map

Long Beach Airport Terminal Area Improvement Project

Exhibit 3.5-3



Skylinks Golf Course occurs on the only site within the Airport Land Use District that is zoned for a park district.

Planned Development (PD) – Planned development districts are “established to allow flexible development plans to be prepared for areas of the City which may benefit from the formal recognition of unique or special land use and the definitions of special design policies and standards not otherwise possible under conventional zoning district regulations”.² The planned development districts in the Airport area permit a compatible mix of land uses and allow for planned commercial areas and business parks, and include the following, which are discussed in greater detail later in this section:

PD-9 Long Beach Airport Business Park
PD-12 Long Beach Airport Terminal
PD-13 Atlantic Aviation Center
PD-18 Kilroy Airport Center

Planned Improvements in the Airport Land Use District

Parcel O

Parcel O consists of 7.0 acres of undeveloped property at the south east corner of the Airport. Access to the site is from Clark Avenue, just north of Willow Street. During construction of the proposed parking structure, a significant number of vehicle parking spaces in the terminal area would be displaced. The City proposes to provide temporary parking on Parcel O, and provide shuttle service to the terminal area for users of this temporary parking. Parcel O could provide approximately 740 vehicle parking spaces.

To accommodate this use, Parcel O would be paved, fenced, marked and lighted for use as a parking lot. Access to the lot would be from an existing driveway and gate on the west side of Clark Avenue, just north of the intersection of Clark Avenue and Willow Street.

Following completion of the terminal area parking structure, Parcel O would be used as general aviation aircraft storage, including both hangars and tie-downs. These facilities would replace general aviation tie-downs displaced by the terminal area improvements.

Planned Land Uses Near the Airport

Douglas Park

A new master-planned, mixed-used community called Douglas Park is being constructed immediately north of the Airport on Boeing Company property that is no longer used for aircraft production or testing. Douglas Park will include two primary land use categories: (1) commercial, which includes office, research and development, light industrial, retail, hotel, aviation-related uses, and warehouse development; and (2) housing, which consists of single- and multiple-family residential dwelling units. Demolition of existing buildings has already begun, and redevelopment is slated to be complete by the year 2020.

The commercial area within Douglas Park is approved for 3.3 million square feet of commercial and office space, 200,000 square feet of retail space, 1,400 residential units, 400 hotel rooms, and 11 acres of park uses. Associated improvements to roads will include two new access points to Douglas Park which will be constructed along Carson Street, including one at 1st Street

² City of Long Beach Municipal Code, Chapter 21.37.

(new street within Douglas Park located west of Lakewood Boulevard and east of Lakewood Drive) and a second entrance farther to the east (between 1st Street and Lakewood Blvd). Five new access points will also be provided along Lakewood Boulevard. The two primary entrances (from Douglas Park to the street) will be at A Street (new street within Douglas Park located between Carson Street and Conant Street) and at Conant Street. The three secondary entrances (also from Douglas Park to the street) will be at Douglas Center and A Street, and between A Street and Conant Street. Additional right- in/out access points may be provided elsewhere along Carson Street and Lakewood Boulevard. Signal and off-site traffic improvements, such as left-turn lanes, will also be constructed. The location of 1st Street will not be aligned with Lakewood Drive to the north in order to discourage people from using Lakewood Drive to travel through Douglas Park.

Related Planning Programs

Development within the City of Long Beach is subject to the land use requirements set forth in the City of Long Beach General Plan and City of Long Beach Zoning Ordinance. In addition, the City of Long Beach Strategic Plan 2010 specifies goals for a variety of land use topics including neighborhoods, business growth, and the environment, which influence land use actions around the Airport.

Development at the Airport itself is also guided by the FAA's Federal Aviation Regulations (FAR) Part 77 – Objects Affecting Navigable Airspace. Finally, the Southern California Association of Government's (SCAG's) *Regional Comprehensive Plan and Guide* (RCP&G) includes one policy relevant to Long Beach Airport.

Policies relating to noise/land use compatibility are presented and thoroughly discussed in Section 3.6, Noise.

City of Long Beach General Plan

Land Use Element

- Growth of the airport will be limited in order to protect surrounding residential neighborhoods from the noise and hazards of frequent overflights.
- The air and land use composition within the airport is separately formulated and adopted by due process as the master plan of the Long Beach Airport.
- The specific plans for land uses within the boundaries of...the airport should support and promote the primary functions appropriate to each [land use] subdistrict.

Long Beach Airport Subdistrict

- Continue to expand [airport-related] high tech, research and development uses, hotels, restaurants, and offices.
- Retain airport orientation as much as possible.
- Do not permit local retail or services into the center, or regional shopping uses without solving the mixed traffic problems which would result.
- Require architectural and design compatibility with the newer structures.

- Emphasize visual compatibility, good design, landscaping, traffic generation and management.
- Implement recommendation of area-wide traffic analysis.

Noise Element

- Reserve near-airport sites for warehouses, factories, light industries and other noise insensitive land uses that would confine and absorb aircraft noise.

Open Space Element

- Maintain open space buffers adequate to keep property and lives safe from natural and man-made disasters within the City including: unstable soil areas, known active fault zones, low-lying flood prone lands, airport flight paths, and areas of physical and noise contamination.

City of Long Beach Zoning Ordinance

The relevant development standards from the PD-12 ordinance (Ordinance No. C-7496, adopted by the Long Beach City Council on September 8, 1997) that would apply to the Proposed Project are shown in Table 3.5-2 in Section 3.5.2.

City of Long Beach Strategic Plan 2010

Economic Opportunity for All

Goal 1: Encourage business development based on our strengths.

- Develop a strategy for land use at the airport that maximizes the economic return to the community.

Goal 3: Balance business growth and neighborhood needs.

- Expand Long Beach Airport business opportunities, but only within existing noise ordinances.
- Take a leadership role with the Southern California Association of Governments to address future airport capacity needs of the region – maintaining noise and environmental limits at the Long Beach airport.

Federal Aviation Administration

FAR Part 77

FAR Part 77 establishes standards for determining obstructions in navigable airspace and requires that the FAA Administrator receive notice of proposed construction or alteration at an airport. The standards established in FAR Part 77 apply to alteration of any permanent or temporary existing structure by a change in its height (including appurtenances), or lateral

dimensions, including equipment or materials used for construction.³ Subsections 77.23 and 77.25 are applicable to the Proposed Project.

Southern California Association of Governments Regional Comprehensive Plan and Guide

- Operations at Long Beach Airport shall be constrained to existing physical or legal capacity.

3.5.2 IMPACT ANALYSIS

Thresholds of Significance

The thresholds of significance for this EIR have been determined in cooperation with the City of Long Beach. The Proposed Project would be considered to have a significant impact related to land use if it would:

- Conflict with applicable land use plans, policies or programs of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with the policies of the Southern California Association of Government's Regional Comprehensive Plan and Guide.
- Be inconsistent with the applicable goals, objectives and requirements of the City of Long Beach General Plan and its Elements, Zoning Ordinance and the Planned Development Ordinance and Strategic Plan.
- Cause displacement or induced airport land use beyond the Airport boundary.

Impact Analysis

The first three thresholds all pertain to consistency with applicable plans and policies that apply to the project. Because of the common theme of these thresholds the analyses are combined.

Threshold 1: Would the project conflict with applicable land use plans, policies or programs of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect?

Threshold 2: Would the project conflict with the policies of the Southern California Association of Government's (SCAG's) Regional Comprehensive Plan and Guide (RCP&G)?

Threshold 3: Would the project be inconsistent with the applicable goals, objectives and requirements of the City of Long Beach General Plan and its Elements, Zoning Ordinance and the Planned Development Ordinance and Strategic Plan?

³ A full listing of all the provisions of the regulations can be viewed at Electronic Code of Federal Regulations, <http://ecfr.gpoaccess.gov>.

Construction Related Impacts

Many of the applicable plans and programs are focused on the broader policy issues that guide development of the City. These land use policies are generally not focused on construction related issues. There are various regulations that do address construction activities including the *Long Beach Airport Rules and Regulations*,⁴ various federal regulations, and the Noise Ordinance. Specifically, these programs outline procedures to ensure safety to workers and Airport users, as well as to aircraft. The terminal design and construction activities for the Proposed Project would be conducted in accordance with applicable City standards. The *Long Beach Airport Rules and Regulations*, and FAR Part 77 are also discussed in Section 3.7, Public Services. To address these programs the Airport has developed a construction safety plan, titled *Safety and Security Requirements During Construction*,⁵ that defines standards and procedures for meeting the requirements of Federal Aviation Regulations and local rules and regulations governing operational safety on airports during construction. Standard Condition 3.7-4 addresses abiding by the applicable FAA airfield safety requirements during construction. The Noise Ordinance is more fully discussed in Section 3.6, Noise. No impacts associated with these thresholds would occur. No mitigation would be required.

Project Related Impacts

As discussed in Table 3.5-2, Consistency of the Proposed Project with Land Use-Related Goals and Policies, below, implementation of the Proposed Project would not conflict with the applicable land use plans, policies, or programs of any agency with jurisdiction over the Proposed Project. These include the City of Long Beach, SCAG, and the FAA. The Proposed Project would not result in significant impacts as established by these thresholds; therefore, no mitigation measures are necessary.

Additional Effects Related to Optimized Flights

The Optimized Flights scenario does not propose any land use changes at the Airport or in the vicinity of the Airport. Consequently, under the Optimized Flights scenario, the Proposed Project would remain consistent with applicable land use plans, policies, and programs. Though the number of flights would increase, it would remain consistent with the Airport Noise Compatibility Ordinance, which addresses the Airport/land use interface. Specifically related to the policy for economic development, the increase in the number of flights at the Airport would increase the overall revenue for the City in the form of landing fees and taxes, as well as economic benefits to the community at large.⁶

With respect to operations at Long Beach Airport, SCAG's Regional Comprehensive Plan and Guide says, "Operations at Long Beach Airport shall be constrained to existing physical or legal capacity." The Optimized Flights scenario is consistent with this policy because the basic premise is that the flights would need to be within parameters outlined in the Airport Noise Compatibility Ordinance, it would continue to be consistent with the regional planning efforts conducted by SCAG. No impacts would occur. No mitigation would be required.

⁴ Available for review at the City of Long Beach Planning Department, 333 W. Ocean Boulevard, Fourth Floor, Long Beach, California.

⁵ Ibid.

⁶ *The Long Beach Airport Area Complex, An Economic Impact Analysis, 2003*. Office of Economic Research, California State University, Long Beach, April 2005.

**TABLE 3.5-2
CONSISTENCY OF THE PROPOSED PROJECT WITH
LAND USE-RELATED GOALS AND POLICIES**

Goals and Policies	Consistency Analysis
City of Long Beach General Plan	
Land Use Element	
<ul style="list-style-type: none"> Growth of the airport will be limited in order to protect surrounding residential neighborhoods from the noise and hazards of frequent overflights. The air and land use composition within the airport is separately formulated and adopted by due process as the master plan of the Long Beach Airport. The specific plans for land uses within the boundaries of the airport should support and promote the primary functions appropriate to each [land use] subdistrict. 	<p>The Proposed Project does not propose any growth in Airport operations. As such, surrounding residential neighborhoods would not experience additional noise or hazards above what would occur under full flight utilization allowed by the Noise Ordinance as a result of implementation of the Proposed Project.</p> <p>The improvements associated with the Proposed Project would be consistent with the City's General Plan Land Use Districts and Zoning Districts as well as the Airport Layout Plan.</p> <p>The objective of the Proposed Project is to provide Airport terminal facilities to adequately accommodate the minimum number of flights provided for in the Airport Noise Compatibility Ordinance, as well as the number of passengers served by those flights. As such it recommends improvements that support and promote the primary functions of the Airport terminal and Airport entrance – those locations that would be affected by the Proposed Project.</p>
<p><i>Long Beach Airport Subdistrict</i></p> <ul style="list-style-type: none"> Continue to expand [airport-related] high tech, research and development uses, hotels, restaurants, and offices. Retain airport orientation as much as possible. Do not permit local retail or services into the center, or regional shopping uses without solving the mixed traffic problems which would result. 	<p>The Proposed Project would not result in any changes to existing uses within the Airport Subdistrict. Additionally, it would not preclude future expansion uses elsewhere within the Subdistrict, consistent with the Long Beach Airport Planned Development Plan.</p> <p>The Proposed Project recommends improvements that are consistent with the Airport orientation. All the improvements are oriented to serving the flight level assumed in the Airport Noise Compatibility Ordinance.</p> <p>The Proposed Project would not result in the introduction of local retail services or regional shopping uses into the Airport area. The only commercial uses would be concessions to serve Airport demand.</p>
<ul style="list-style-type: none"> Require architectural and design compatibility with the newer structures. Emphasize visual compatibility, good design, landscaping, traffic generation and management. Implement recommendation of area-wide traffic analysis. 	<p>As discussed in Sections 3.1, Aesthetics, and 3.3, Cultural Resources, the conceptual design for the Airport Terminal Area Improvement Project would be compatible with existing structures at the Airport. By using the Guiding Principles (Appendix B), which are intended to provide for compatible design, concerns such as visual compatibility are also addressed. As discussed in Section 3.8, Transportation/Circulation, through the construction of the proposed parking structure the traffic generation and management. The traffic analysis conducted for this project is consistent with the area-wide analysis conducted for Douglas Park to ensure the broader traffic concerns are addressed.</p>

TABLE 3.5-2 (Continued)
CONSISTENCY OF THE PROPOSED PROJECT WITH
LAND USE-RELATED GOALS AND POLICIES

Goals and Policies	Consistency Analysis
<p><u>Noise Element</u></p> <ul style="list-style-type: none"> Reserve near-airport sites for warehouses, factories, light industries and other noise insensitive land uses that would confine and absorb aircraft noise. <p><u>Open Space Element</u></p> <ul style="list-style-type: none"> Maintain open space buffers adequate to keep property and lives safe from natural and man-made disasters within the City including: unstable soil areas, known active fault zones, low-lying flood prone lands, airport flight paths, and areas of physical and noise contamination. 	<p>The Proposed Project would increase the size of the Airport terminal area, thereby helping to further confine and absorb on-ground aircraft noise.</p> <p>The Proposed Project would not alter any of the existing open space buffers, such as the Skylinks Golf Course, which help to keep property and life safe from natural and man-made disasters.</p>
City of Long Beach Zoning Ordinance – PD-12 Development Standards	
<p>A. <u>Building Siting</u>. All buildings shall be arranged on their site to provide views between buildings, to avoid the impression of a wall of buildings adjacent to any public right-of-way and to encourage views of the airport terminal building.</p>	<p>The placement of the proposed improvements would be sited in such a manner that it would avoid the impression of “a wall of buildings” adjacent to the public rights-of-way. Views approaching the the Airport Terminal Building would remain similar from Donald Douglas Drive. The existing parking structure and the surface parking to the north of the structure would remain, preserving the existing view corridor of the Terminal Building from Donald Douglas Drive. The proposed parking structure to the east of the existing parking structure would be sufficiently set back on Donald Douglas Drive so as to not significantly impede views of the Terminal Building. Terminal area improvements would be west of the existing Terminal Building, thereby maintaining the open area along Donald Douglas Drive. Implementation of the standard conditions identified in Section 3.1.3, Mitigation Program, would ensure that the Proposed Project is in compliance with this development standard.</p>
<p>B. <u>Parking Structures</u>. All parking structure roofs shall be designed to carry landscaping in planters. The nature and amount of landscaping shall be determined during site plan review. The visible edges of all parking structures shall be made visually attractive through choice of material, landscaping and/or terracing. Vehicular and pedestrian circulation routes shall be clearly indicated. Independent and separate pedestrian access shall be provided form all parking structures to all surrounding principal uses. All parking structures shall be architecturally compatible with the existing terminal building. Exterior facades should be articulated so that there is no relief from long uninterrupted horizontal and/or vertical lines. For the purpose of interpreting these standards, all parking structures shall be considered buildings.</p> <p>No parking structure shall be located so that the line of sight from Donald Douglas Drive approaching the Terminal Building is disrupted. A special height restriction shall limit any parking structure opposite</p>	<p>The conceptual design of the proposed parking structure incorporates landscaping planters that would meet all applicable landscape standards (see Exhibit 3.1-3, Visual Simulation of the Proposed Parking Structure).</p> <p>The proposed parking improvements has been designed to be compatible with the existing Terminal Building. The proposed façade for the parking structure would complement the Streamline Moderne architectural style of the existing Terminal Building. The Proposed Project would also modify the existing parking structure, including a new façade to match the new parking structure and complement the architecture of the Airport Terminal. Terminal and parking structures would provide a unified appearance and enhance the aesthetics of the terminal area and the Airport Terminal's identification as a Cultural Heritage Landmark.</p> <p>The proposed parking structure would be set back from the Terminal Building so as not to disrupt the views from Donald Douglas Drive; therefore, the 32-foot height limitation would not apply. The majority of the proposed</p>

TABLE 3.5-2 (Continued)
CONSISTENCY OF THE PROPOSED PROJECT WITH
LAND USE-RELATED GOALS AND POLICIES

Goals and Policies	Consistency Analysis
<p>the Terminal Building to 32 feet. Forty-three feet shall be the maximum height allowed for any other parking structure.</p>	<p>parking structure would be approximately 40 feet in height, which is consistent with the height requirements outlined in the zoning regulations. The elevator shafts would exceed the 43-foot height. However, based on discussions the Planning and Building Department, the measurement is based on the height of the structure and would not include the elevator shafts. Therefore, a height variance is not required.</p> <p>Implementation of the standard conditions identified in Section 3.1.3, Mitigation Program, would ensure that the Proposed Project is in compliance with this development standard.</p>
<p>C. <u>Building Heights</u>. All buildings shall be subject to the conditions contained in the limits mandated by the Federal Aviation Administration so that no building shall exceed the height of the Federal Aviation Administration FAR Part 77. All building heights should be integrated with a total design concept and shall be related to the existing and planned developments of the plan area.</p>	<p>The proposed terminal area improvements do not exceed one-story in height, which is in compliance with the height limits mandated by FAA FAR Part 77. Implementation of the standard conditions identified in Section 3.1.3, Mitigation Program, would ensure that the Proposed Project is in compliance with this development standard.</p>
<p>D. <u>Building Setbacks</u>. The setback limitation for buildings facing Lakewood Boulevard and Donald Douglas Drive shall be a minimum of thirty feet from the Lakewood Boulevard property line and ten feet from Donald Douglas Drive.</p> <p>Buildings along Lakewood Boulevard shall be staggered and separated so as to encourage visual and physical penetration of the Lakewood Boulevard frontage. Not less than twenty feet shall be provided between any two buildings. Front, rear, and side yards not fronting on Lakewood Boulevard or Donald Douglas Drive shall be not less than five feet in depth.</p>	<p>The closest improvement to Lakewood Boulevard is the proposed parking structure. The set back would far exceed the required 30 feet. The structure would be located at a minimum of 10 feet from Donald Douglas Drive. Implementation of the standard conditions identified in Section 3.1.3, Mitigation Program, would ensure that the Proposed Project is in compliance with this development standard.</p>
<p>K. <u>Nuisances</u>. No portion of any site within the Long Beach Airport Terminal Area shall be used in such a manner as to create a nuisance to an adjacent site, such as, but not limited to, vibration, sound, electromechanical disturbance and radiation, electromagnetic disturbance, radiation, electromagnetic disturbance, radiation, air or water pollution, dust and emission or odorous, toxic or noxious matter.</p>	<p>As discussed in Sections 3.2, Air Quality and Human Health Risk Assessment, 3.4, Hazards and Hazardous Materials, and 3.6, Noise, the Proposed Project would not result in the Airport terminal area to be used in such a manner that would create a nuisance. The construction of the building to meet LEED standards would reduce the potential for toxic or noxious matter. The Proposed Project would incorporate measures necessary to meet the requirements of the Airport Industrial NPDES permit. The uses proposed in the Terminal Area are consistent with existing uses and would not change the nature of the activities or effects on adjacent areas. Implementation of the mitigation programs identified in Sections 3.2, 3.5, and 3.6 would ensure that the Proposed Project is in compliance with this development standard.</p>
<p>L. <u>Parking</u>. All parking shall conform to the standards of the Long Beach Municipal Code.</p>	<p>As discussed in Section 3.8, Transportation and Circulation, the Proposed Project would be in conformance with applicable parking standards.</p>

TABLE 3.5-2 (Continued)
CONSISTENCY OF THE PROPOSED PROJECT WITH
LAND USE-RELATED GOALS AND POLICIES

Goals and Policies	Consistency Analysis
M. <u>Air Pollution Guidelines</u> . All uses shall comply with applicable air pollution regulations including regulations for control of airborne dust during construction.	As discussed in Section 3.2, Air Quality and Human Health Risk Assessment, the Proposed Project would be in compliance with applicable air pollution regulations, including dust during construction activities. Implementation of the standard conditions identified in Section 3.2.3, Mitigation Program, would ensure that the Proposed Project is in compliance with this development standard.
<i>City of Long Beach Strategic Plan 2010</i>	
Economic Opportunity for All	
Goal 1: Encourage business development based on our strengths. <ul style="list-style-type: none"> Develop a strategy for land use at the airport that maximizes the economic return to the community 	The Proposed Project proposes improvements to the terminal and parking areas at the Airport to better serve existing and potential demand, consistent with the City's Airport Noise Compatibility Ordinance. These improvements are consistent with the City's strategies for land use and economic return at the Airport. The additional concession areas and airline space at the Airport would increase the revenue stream for the Airport.
Goal 3: Balance business growth and neighborhood needs. <ul style="list-style-type: none"> Expand Long Beach Airport business opportunities, but only within existing noise ordinances. 	By improving service areas and circulation within the Airport, the Proposed Project would better serve the needs of existing and future Airport users. The Proposed Project would not result in any increase in noise or environmental pollution impacts at the Airport above what would occur under full flight utilization allowed by the Noise Ordinance. However, by improving traffic circulation, the Proposed Project may result in air quality benefits.
<ul style="list-style-type: none"> Take a leadership role with the Southern California Association of Governments to address future airport capacity needs of the region – maintaining noise and environmental limits at the Long Beach airport. 	The City continues to coordinate with SCAG on issues of regional airport capacity. SCAG recognizes the Airport Noise Compatibility Ordinance in the regional planning efforts. The Proposed Project would be consistent with the regional planning policies.
<i>Federal Aviation Administration</i>	
<u>FAR Part 77</u>	
FAR Part 77 establishes standards for determining obstructions in navigable airspace and requires that the FAA Administrator receive notice of proposed construction or alteration at an airport. The standards established in FAR Part 77 apply to alteration of any permanent or temporary existing structure by a change in its height (including appurtenances), or lateral dimensions, including equipment or materials used for construction. ⁷ Subsections 77.23 and 77.25 are applicable to the Proposed Project.	The proposed terminal improvements and parking structure would be designed to be consistent with all the provisions of FAR Part 77.

⁷ Electronic Code of Federal Regulations, <http://ecfr.gpoaccess.gov>. Accessed 9/25/05.

TABLE 3.5-2 (Continued)
CONSISTENCY OF THE PROPOSED PROJECT WITH
LAND USE-RELATED GOALS AND POLICIES

Goals and Policies	Consistency Analysis
SCAG Regional Comprehensive Plan and Guide	
<ul style="list-style-type: none"> Operations at Long Beach Airport shall be constrained to existing physical or legal capacity. 	The Proposed Project would maintain the operations within the existing physical and legal capacity of the Airport. SCAG in their response to the NOP indicated that they did not review the Proposed Project as being of regional significance (May 2005).

Threshold 4: *Would the project cause displacement or induced airport land use beyond the airport boundary?*

Construction Related Impacts

The Proposed Project would result in displacement of uses on the Airport. This is discussed below as a Project Related Impact in that it is a component of the project description. Construction-related activities would not result in any displacements beyond those required for project implementation. None of the displacements would occur off site. Additionally, the construction activities would not induce airport related land uses beyond the Airport boundary. The nature of the construction would not require the staging of equipment or construction related activities outside of the Airport boundaries. There would be no impacts and no mitigation measures would be required.

Project Related Impacts

The Proposed Project would consist entirely of improvements within the Airport Land Use District, primarily in the Airport terminal and parking areas. The Proposed Project would not result in any displacements or expansion of Airport uses offsite. Currently, there is off site Airport parking provided in Lot D on the Boeing property. With implementation of the Proposed Project this facility would no longer be needed because sufficient parking would be provided on site. None of the other improvements would either directly or indirectly encourage the expansion of Airport uses beyond the Airport limits. Rather they would reduce the Airport related land uses off site.

The Proposed Project would result in displaced uses on the Airport. The construction of the proposed parking structure would temporarily displace surface parking in the vicinity of the terminal. The new commercial aircraft parking spaces would displace offices, valet parking, and general aviation tie-downs currently provided on the Million Air lease site (Parcel A1). However, as part of the project design, accommodations for the displaced parking would be provided on Airport property in Parcel O, as discussed above. In addition, the current uses (i.e., approximately 70 aircraft tie-downs) at Million Air's north ramp site would be permanently displaced by implementation of the Proposed Project. These uses would be relocated to Parcel O during the second phase of construction, after the proposed new parking structure is completed and the site is no longer required for parking. The lease with Million Air, Inc., which extends until May 1, 2010, allows the City the right to terminate the lease on 4.22 acres containing the aircraft tie-down area upon 180-day notice to the tenant. This displacement would not be considered a significant impact because the Proposed Project would provide for the continuation of the uses on the Airport and these actions would be considered consistent with the lease provisions. No impacts would occur. Therefore, no mitigation would be required.

Additional Effects Related to Optimized Flights

The Optimized Flights scenario responds to flight level increases that could occur under the City's Airport Noise Compatibility Ordinance independent of the proposed terminal area improvements. The proposed parking structure has been sized to accommodate the vehicles associated with the minimum number of flights pursuant to the Airport Noise Compatibility Ordinance. The Optimized Flights scenario assumes up to 11 additional commercial carrier flights. As discussed in Section 3.8, Transportation/Circulation, the additional trips associated with those flights would exceed the parking capacity at the Airport. It is reasonable to assume that off-site parking would be provided to serve this additional demand. This is commonly done at other airports in the region where there is not sufficient parking to meet the demand. Currently, off-site parking is provided at Lot D; however, based on Boeing's needs and lease agreements, it is not reasonable to assume that the existing off-site parking would be available. Therefore, the Optimized Flights scenario would likely induce airport land uses beyond the Airport boundary. This would be considered a significant impact. The only way this impact could be mitigated is to provide additional parking on the Airport to accommodate the additional vehicles associated with the increased flights. The additional flights are not a component of the Proposed Project and it is not certain that the conditions required to allow the additional flights will occur. However, as part of the Transportation and Circulation analysis (Section 3.8), Mitigation Measure 3.8-2 addresses the need to provide more onsite parking should additional flights be allocated and the existing parking is insufficient.

Impact 3.5-1 *The Optimized Flights scenario has the potential to induce airport land uses beyond the Airport boundary. Specifically, the increased flight levels would require additional vehicular parking beyond the levels provided by the Proposed Project. This impact is associated with the Optimized Flights scenario and not the Proposed Project. Mitigation measure MM 3.8-2 would reduce this impact to a level of less than significant.*

Alternative A (2003 NOP)

Construction Related Impacts

As with the Proposed Project, Alternative A would comply with the various regulations applicable to construction activities, including the *Long Beach Airport Rules and Regulations*, various federal regulations, and the Noise Ordinance. No impacts associated with these thresholds would occur. No mitigation would be required.

Construction-related activities for Alternative A would not result in any displacements beyond those required for project implementation. None of the displacements would occur off site. As with the Proposed Project, the construction activities would not induce airport related land uses beyond the Airport boundary. The nature of the construction would not require the staging of equipment or construction related activities outside of the Airport boundaries. There would be no impacts and no mitigation measures would be required.

Project Related Impacts

The Project Related Impacts for Alternative A would be the same as those discussed for the Proposed Project. This alternative would be consistent with applicable land use plans, policies, or programs of any agency with jurisdiction over the project. These include the City of Long Beach, SCAG, and the FAA.

As with the Proposed Project, all the improvements associated with Alternative A would occur within the Airport Land Use District, primarily in the Airport terminal and parking areas. This alternative provides for a new parking structure, alleviating the need for the offsite Airport parking provided in Lot D on the Boeing property. None of the other improvements would either directly or indirectly encourage the expansion of Airport uses beyond the Airport limits.

The displacements on the Airport would be the same with this alternative as with the Proposed Project. As indicated above, these displacements would not be considered a significant impact because Alternative A would provide for the continuation of the uses on the Airport and these actions would be considered consistent with the lease provisions. No impacts would occur. Therefore, no mitigation would be required.

Additional Effects Related to Optimized Flights

As with the Proposed Project, the Optimized Flights scenario does not propose any land use changes at the Airport or in the vicinity of the Airport. Consequently, under the Optimized Flights scenario, Alternative A would remain consistent with applicable land use plans, policies, and programs.

Impact 3.5-1, identified above, would also be applicable to Alternative A. Since the proposed parking structure has been sized to accommodate the vehicles associated with the minimum number of flights pursuant to the Airport Noise Compatibility Ordinance, there would be insufficient parking for the Optimized Flights scenario. Therefore, the Optimized Flights scenario would likely induce airport land uses, in the form of airport parking, beyond the Airport boundary. This would be considered a significant impact; however, it is mitigated to a level of less than significant with the implementation of MM 3.8-2.

Alternative B (Reduced Facilities)

Construction Related Impacts

As with all the Build Alternatives, Alternative B would comply with the various regulations applicable to construction activities, including the *Long Beach Airport Rules and Regulations*, various federal regulations, and the Noise Ordinance. It would not require the staging of equipment or construction related activities outside of the Airport boundaries. There would be no impacts and no mitigation measures would be required.

Project Related Impacts

Alternative B would be consistent with applicable land use plans, policies, or programs of any agency with jurisdiction over the project. These include the City of Long Beach, SCAG, and the FAA. As with the Proposed Project, all the improvements associated with Alternative B would occur within the Airport Land Use District. This alternative provides for a new parking structure, alleviating the need for the off-site Airport parking provided in Lot D on the Boeing property. None of the other improvements would either directly or indirectly encourage the expansion of Airport uses beyond the Airport limits.

The displacements on the Airport would be the same with this alternative as with the Proposed Project. As indicated above, these displacements would not be considered a significant impact because Alternative B would provide for the continuation of the uses on the Airport and these actions would be considered consistent with the lease provisions. No impacts would occur. Therefore, no mitigation would be required.

Additional Effects Related to Optimized Flights

Alternative B with the Optimized Flights scenario would remain consistent with applicable land use plans, policies, and programs. Furthermore, Impact 3.5-1, identified above, would also be applicable to Alternative B. Since the proposed parking structure has been sized to accommodate the vehicles associated with the minimum number of flights pursuant to the Airport Noise Compatibility Ordinance, there would be insufficient parking for the Optimized Flights scenario. Therefore, the Optimized Flights scenario would likely induce airport land uses, in the form of airport parking, beyond the Airport boundary. This would be considered a significant impact; however, it is mitigated to a level of less than significant with the implementation of MM 3.8-2.

Alternative C (No Project)

Construction Related Impacts

Alternative C would not result in any construction-related impacts in that it does not propose any construction activities. No impacts would occur. No mitigation would be required.

Project Related Impacts

Alternative C would not result in any modifications that would result in an inconsistency with the applicable plans and policies. For this alternative, Impact 3.5-1 would be a project impact with both the current flight levels, as well as the Optimized Flights scenario. As previously discussed, the use of Lot D was provided as a temporary solution to address the insufficient parking at the Airport. Current indications are these facilities would not be available on a long-term basis. Therefore, it is reasonable to assume that Alternative C would induce airport land uses, in the form of airport parking, beyond the Airport boundary. This is a significant, unavoidable impact.

Additional Effects Related to Optimized Flights

Alternative C with the Optimized Flights scenario would remain consistent with applicable land use plans, policies, and programs. As indicated above, Impact 3.5-1 would apply to Alternative C both with and without the Optimized Flights scenario. This would be considered a significant impact.

3.5.3 MITIGATION PROGRAM

MM 3.8-2 (See Section 3.8.3) would provide mitigation for the potential land use impact associated with the Optimized Flights scenario. However, the additional flights are not a component of the Proposed Project and it is not certain that the conditions required to allow the additional flights would occur.

3.5.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project, Alternative A and Alternative B would not result in any land use impacts. However, Alternative C and the Optimized Flights scenario for all the alternatives would result in an avoidable, significant impact associated with the inducement of airport land uses, in the form of airport parking, beyond the Airport boundary. For the Proposed Project, Alternative A and Alternative B with the Optimized Flights scenario this impact would be reduced to a level of less than significant with implementation of MM 3.8-2. This would remain a significant unavoidable impact with Alternative C. However, it should be noted, the Optimized Flights scenario is not part of the Proposed Project and there is no certainty that it will ever be achieved.